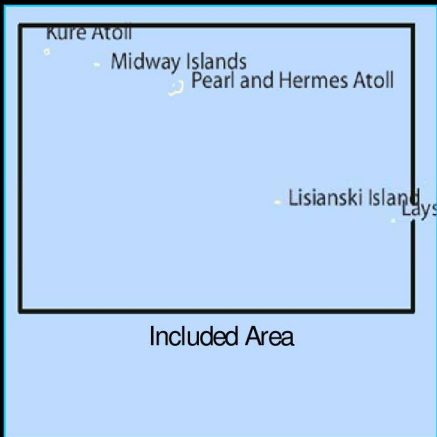


# **BookletChart<sup>TM</sup>**

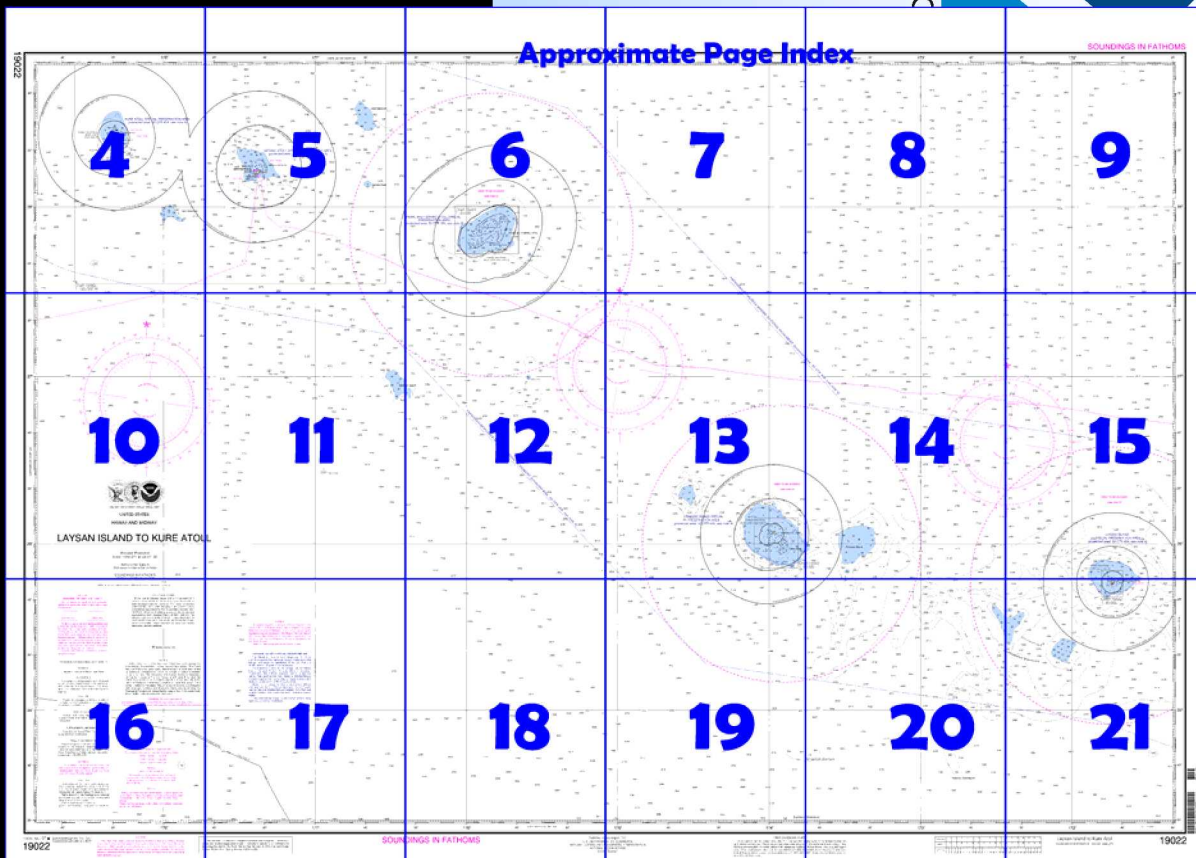
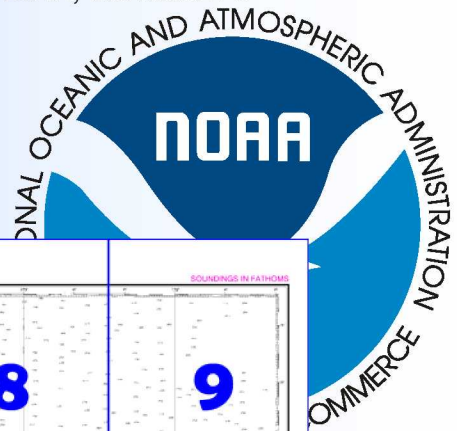
## **Laysan Island to Kure Atoll**

(NOAA Chart 19022)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



**Home Edition (not for sale)**



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

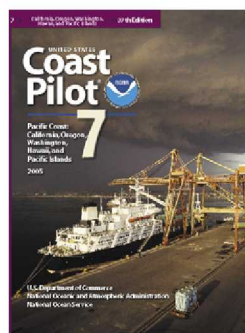
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 7, Chapter 14 excerpts]**

(935) **Lisianski Island** (26°04'N., 173°58'W.) is a small, low, sandy island, about 120 miles W of Laysan Island. Captain Lisianski, of the Russian ship NEVA, discovered the island on October 15, 1805, when his ship grounded on the reef and was nearly wrecked. The island is about 1.2 miles long in a NNW direction, 0.5 mile wide, and 20 feet in elevation at its highest point on the NE side. The shores are white sand except for two stretches of rock ledge at the waterline on the E side of the

island. Behind the sand beach, the island is overgrown with vines and bushes. One coconut palm tree in the NE part of the island is prominent from N. In 1976, a small boat was reported wrecked on the NE end of the island and two groves of palm trees were observed near the middle of the island. Brackish water may be obtained by digging shallow wells. Large numbers of sea birds nest on the island, and, as at Laysan, large numbers

of flies make a stay there unpleasant. Although the island is uninhabited and seldom visited, a permit is required for landing as the Hawaiian Monk seal is protected here. Visits should be made during the summer, when the NE trades prevail, but small-boat landings have been made on the E side of the island at other times, although this is very risky.

(936) A reef circles around to the SW from off the N side of the island. It is marked near its offshore end by a coral ledge that bares at times and over which the seas break. The S end of this ledge is 1.7 miles 260° from the N end of the island. About 0.5 mile SW of this point is another ledge which is marked by a breaker in most weather. Midway between these ledges or breakers is a passage leading to the lagoon between the island and the reef. The passage has an uneven bottom with depths of 11 to 22 feet. About 350 yards SW of the N ledge is a small shoal with a depth of 3 feet over it. These shoal spots are easily seen and avoided by small boats making the passage into the lagoon, but vessels should not enter without local knowledge. Once inside, anchorage can be had in depths of 3 to 6 fathoms, taking care to avoid the scattered coral heads with only a few feet of water over them. The coral heads are large and vessels anchoring here are cautioned because of the danger of fouling the ground tackle. Landing can be made on the W side and S end of the island in all but SW and W weather.

(937) **Neva Shoal**, with innumerable coral ledges, extends about 8 miles SE from Lisianski Island. This reef, which is about 4 miles wide, has its W extremity about 4 miles SSW of the island. The S end of the reef is usually marked by breakers, and many of the ledges break in almost all weather. The shoal has areas of deeper water between the ledges, and small boats can maneuver but with difficulty over many parts of the reef. It must be avoided entirely by larger vessels.

(938) In addition to Neva Shoal, there are many coral heads with depths of 3 to 6 fathoms over them within 3 miles of all sides of the island. A small coral ledge, with an islet on it and nearly always marked by breakers, is 2.7 miles 254° from the S end of the island. Between this ledge and the island are depths as great as 8 fathoms and a scattering of coral heads, some of which are nearly awash. The lagoon could be entered between this ledge and the ledge marking the S side of the previously described opening 1 mile N. A rock covered 14 feet, about 1.5 miles NNE of the island, is marked by breakers only during heavy weather. Under favorable conditions dangerous coral heads can be seen for several hundred yards.

(939) Anchorage can be had in trade-wind weather about 3 miles W of the island in depths of 11 to 15 fathoms, sand and coral bottom, with the N end of the island bearing 080°. During SW weather, vessels can find anchorage 3 to 4 miles E of the N end of the island in depths of 8 to 15 fathoms. Small boats can anchor in the lagoon, as described previously.

(940) Vessels may approach to within 3 miles of Lisianski Island from the N on courses between 270° and 090°. The island and Neva Shoal should be given a wide berth when passing S of them, as the island is seldom seen from the S limits of the shoal. Vessels approaching from the SW should keep about 5 miles W of the meridian of the island until the island bears 090°, and then approach the anchorage.

(941) One-half day of current observations taken 3 miles W of Lisianski Island indicate a rotary tidal current, turning clockwise, of 0.8 knot velocity at strength. A prevailing NW current is reported in the vicinity of the island.

(942) Lisianski Island and Neva Shoal lie just SE of the center of a bank about 25 miles long in a NW direction and about 15 miles wide. Outside the reefs, general depths on the bank are 9 to 47 fathoms.

(943) **Pioneer Bank** (26°02'N., 173°26'W.) is about 30 miles E of Lisianski Island. The bank is about 8 miles in diameter, and soundings of 18 fathoms have been obtained near its center. No breakers or dangers were observed during a preliminary survey, but, as the least depth may not have been obtained, vessels should avoid the area.

(944) An unsurveyed bank with least known depths of 30 fathoms is reported to be about 36 miles NW of Lisianski Island.

# Table of Selected Chart Notes

Corrected through NM Apr. 12/08  
Corrected through LNM Apr. 08/08

For Symbols and Abbreviations see Chart No. 1

## HEIGHTS

Heights in feet above Mean High Water.

Mercator Projection  
Scale 1:642,271 at Lat 27° 00'

Astronomic Datum  
(Reference Horizontal Datum Note)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, U.S. Navy, and the National Geospatial-Intelligence Agency, and other sources.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location)    ◦ (Approximate location)

## HORIZONTAL DATUM

The horizontal reference datum for this chart is Astronomic Datum, except within the areas of the gray chart outlines indicating larger scale chart coverage. The horizontal reference datum for the areas within the gray chart outlines can be considered equivalent to World Geodetic System 1984 (WGS 84), which for charting purposes is also considered equivalent to North American Datum of 1983 (NAD 83). The charted features within the limits of the gray chart outlines were shifted from various local datums by means of geo-referenced satellite imagery and have not been confirmed by land-based geodetic methods.

## NOTE B

The Areas to be Avoided and the Particularly Sensitive Sea Area have been charted in their true positions. The limits of the Papahānaumokuākea Marine National Monument have been slightly offset for clarity. The inner limit of the Ship Reporting System Area is co-linear with the outer limits of the Areas to be Avoided and is not depicted.

## PARTICULARLY SENSITIVE SEA AREA

The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area in which and around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

## NOTE R

## NOTE C

### AREA TO BE AVOIDED

All vessels solely in transit should avoid the area (MSC IMO SN.1/Circ.263).

## NOTE D

Entry upon Kure Atoll and Green Island must be approved by the State of Hawaii Department of Natural Resources, and Commander, 14th U.S. Coast Guard District, Honolulu, Hawaii. These restrictions apply to all civilian and military agencies as well as individuals.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).

## COLREGS, 80.1410 (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## CAUTION

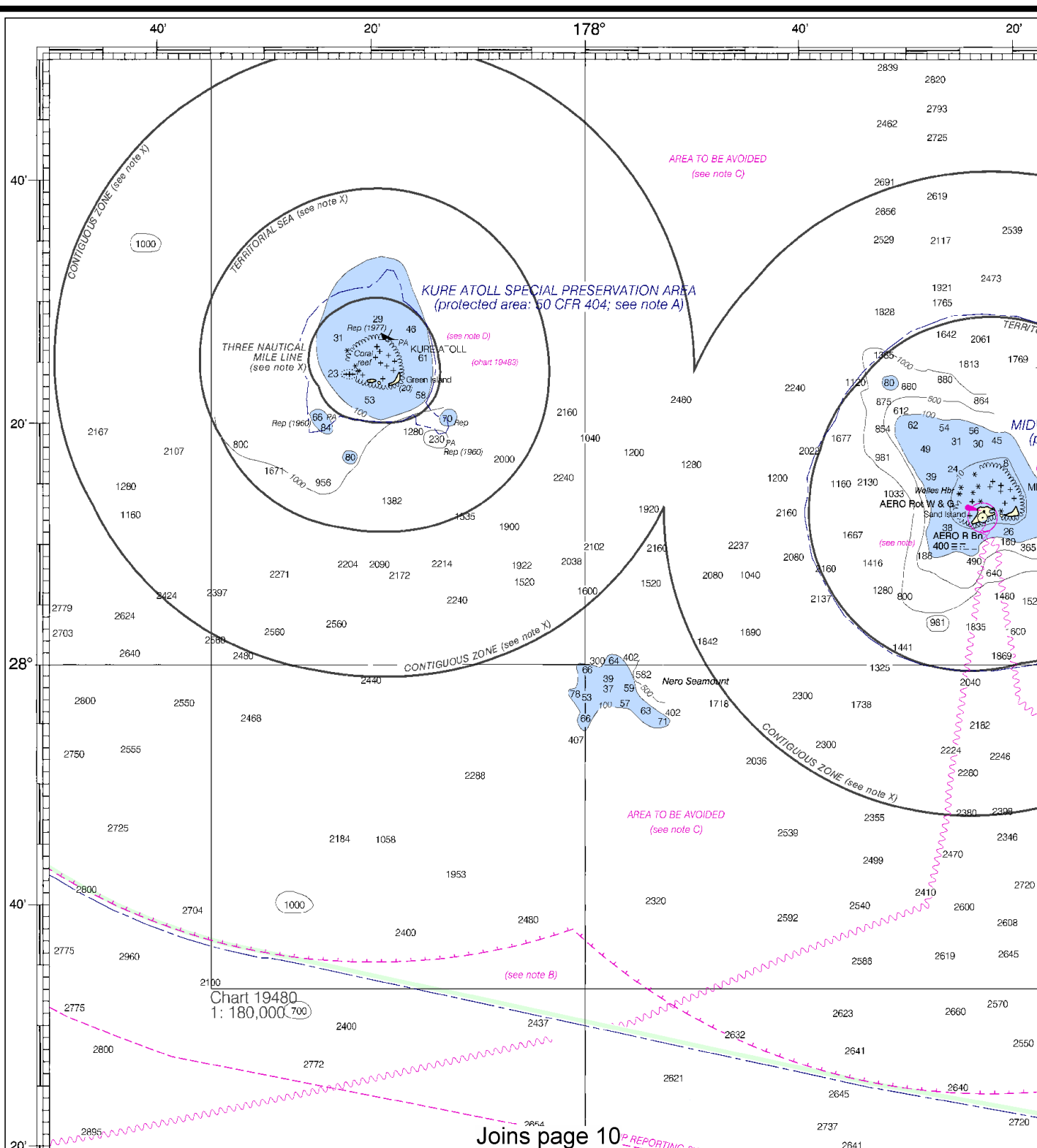
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

19022

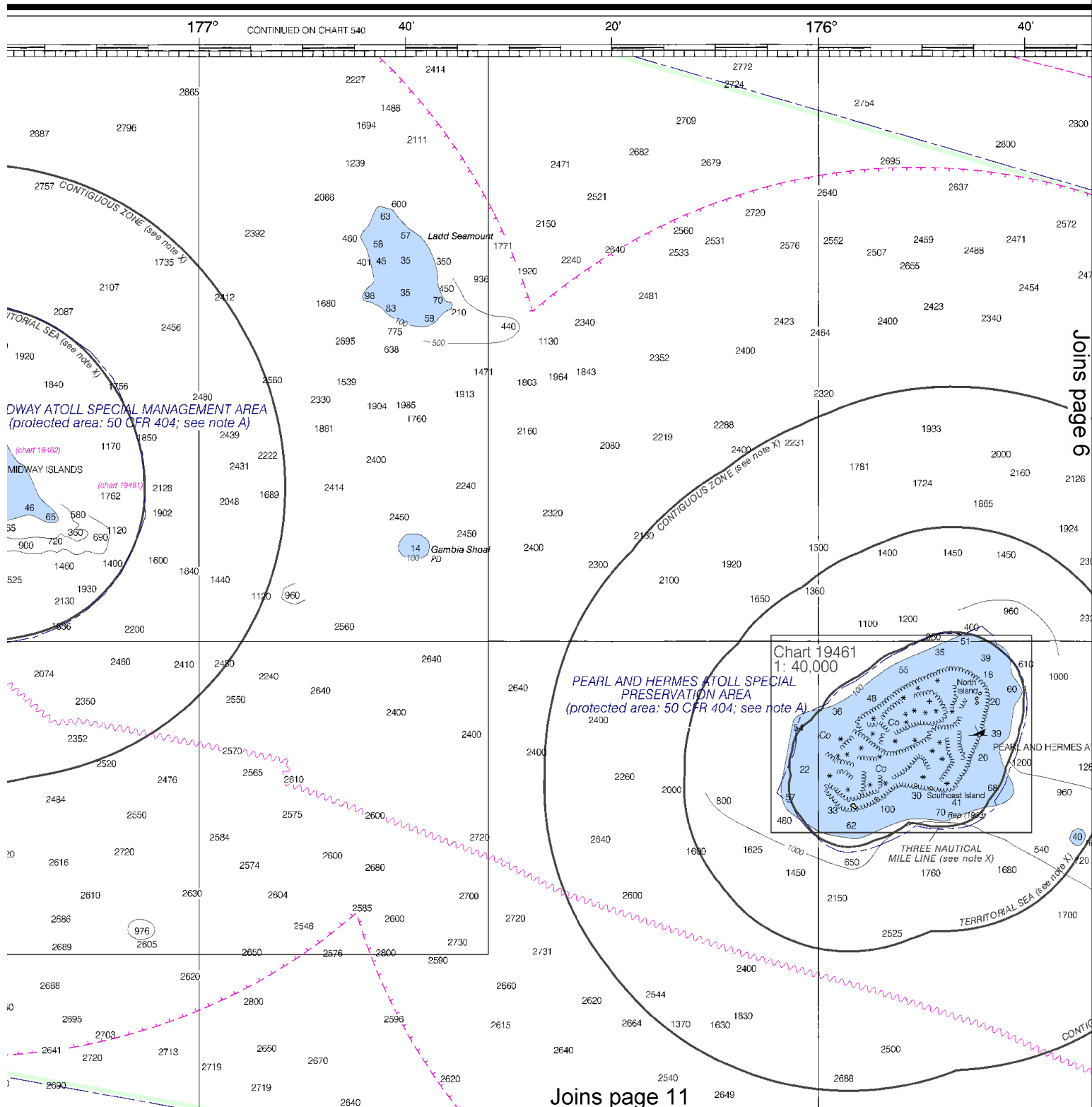


Joins page 10

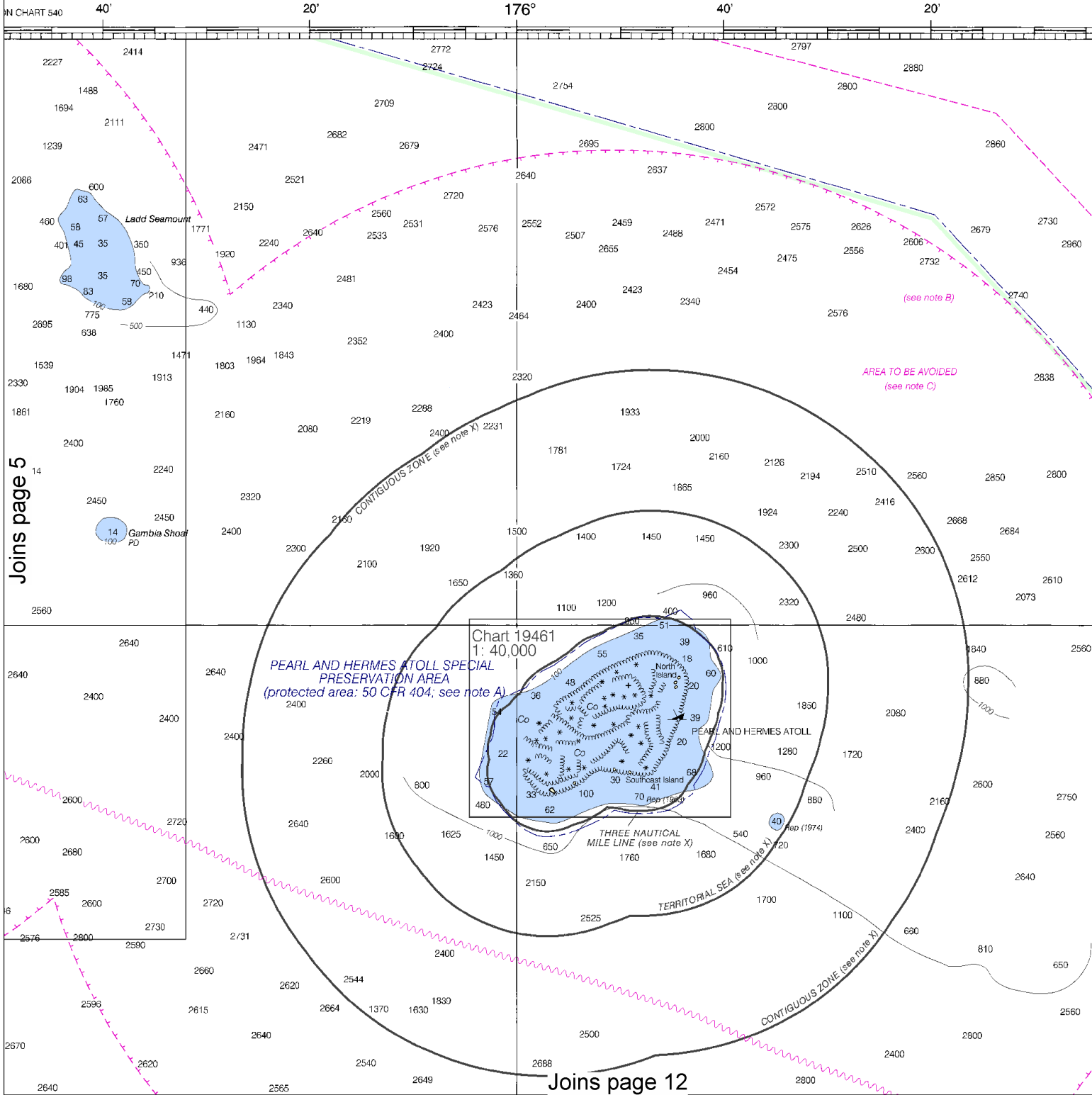
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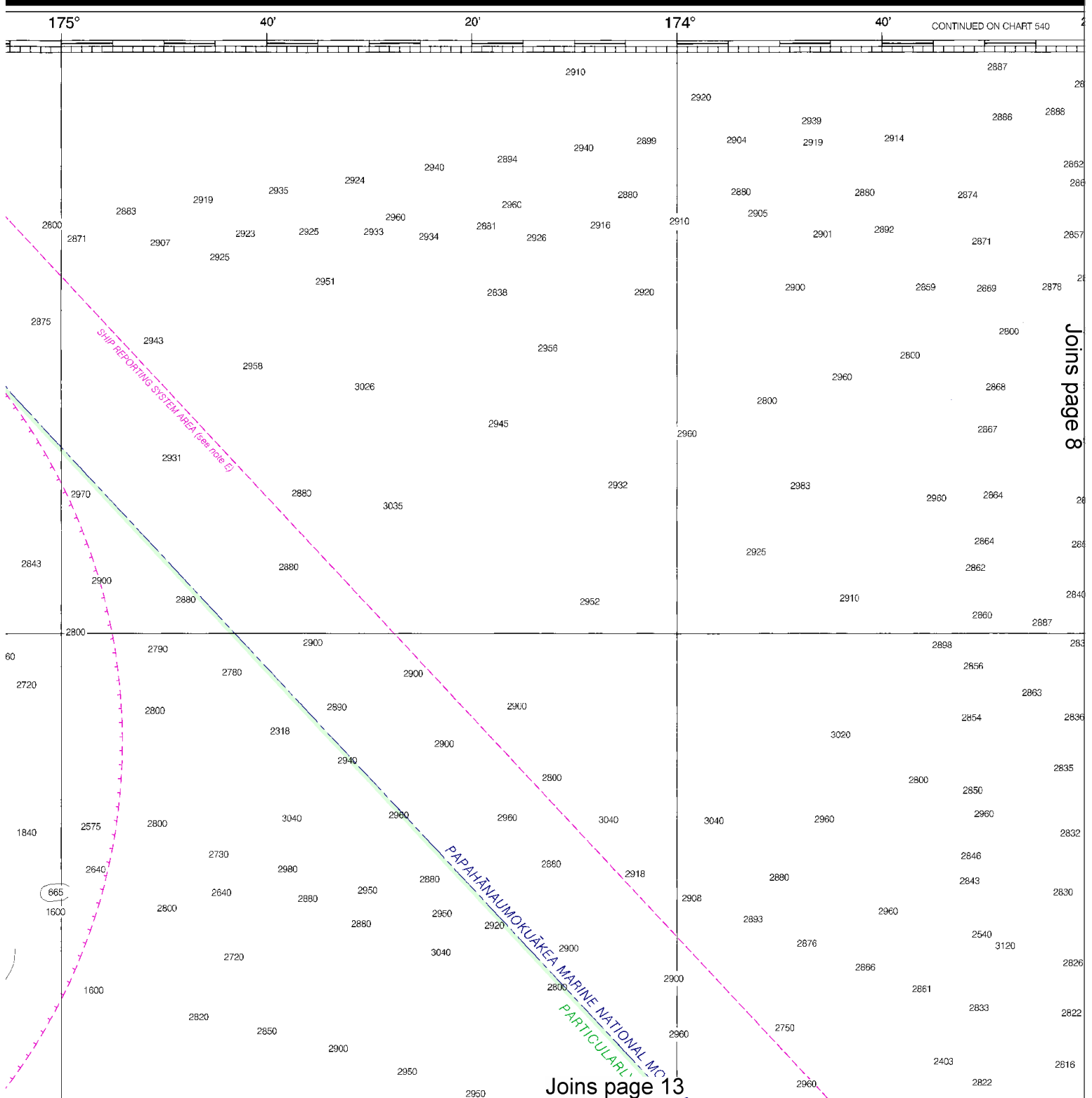






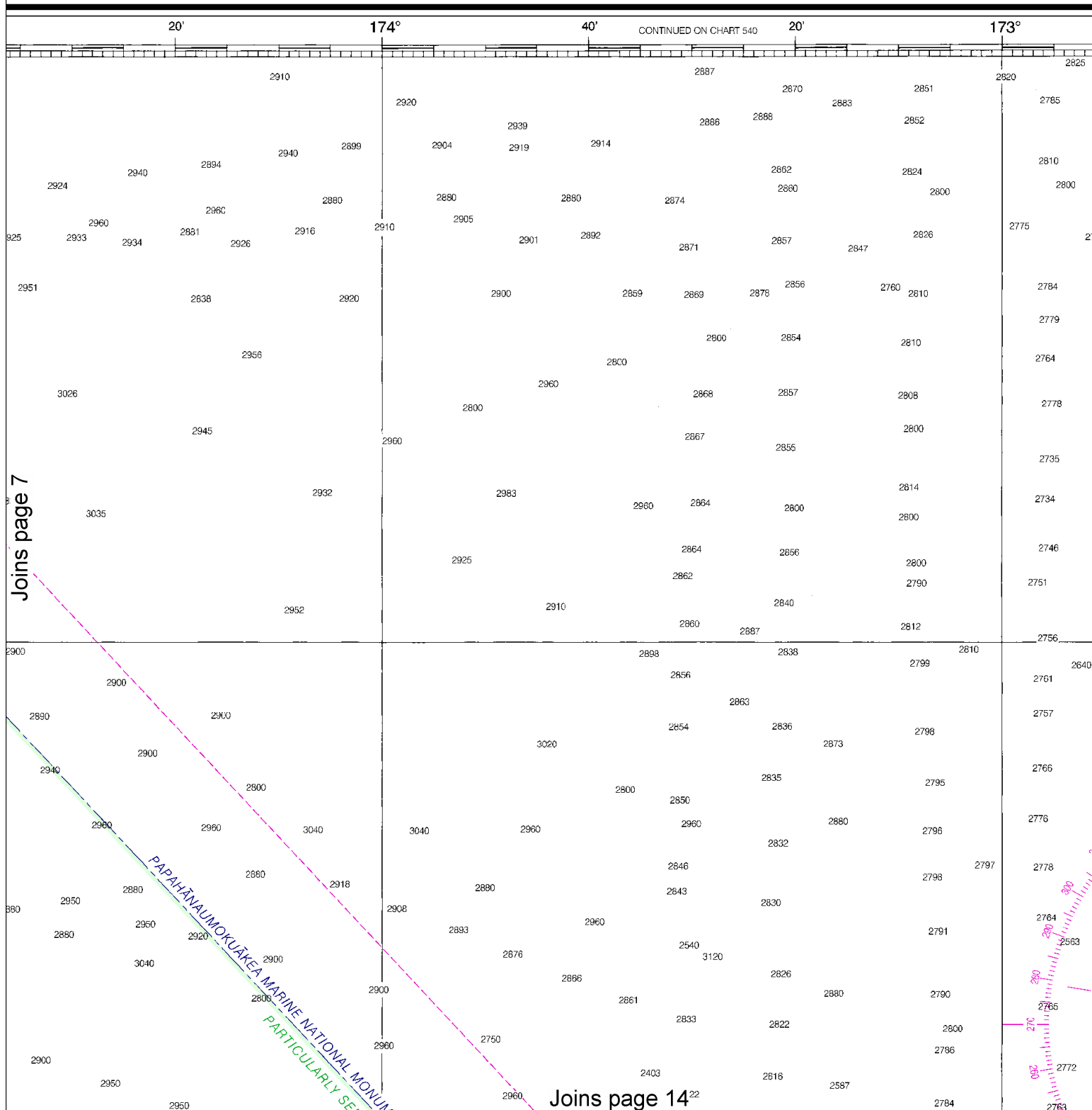
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 The new scale is 1:856361. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.





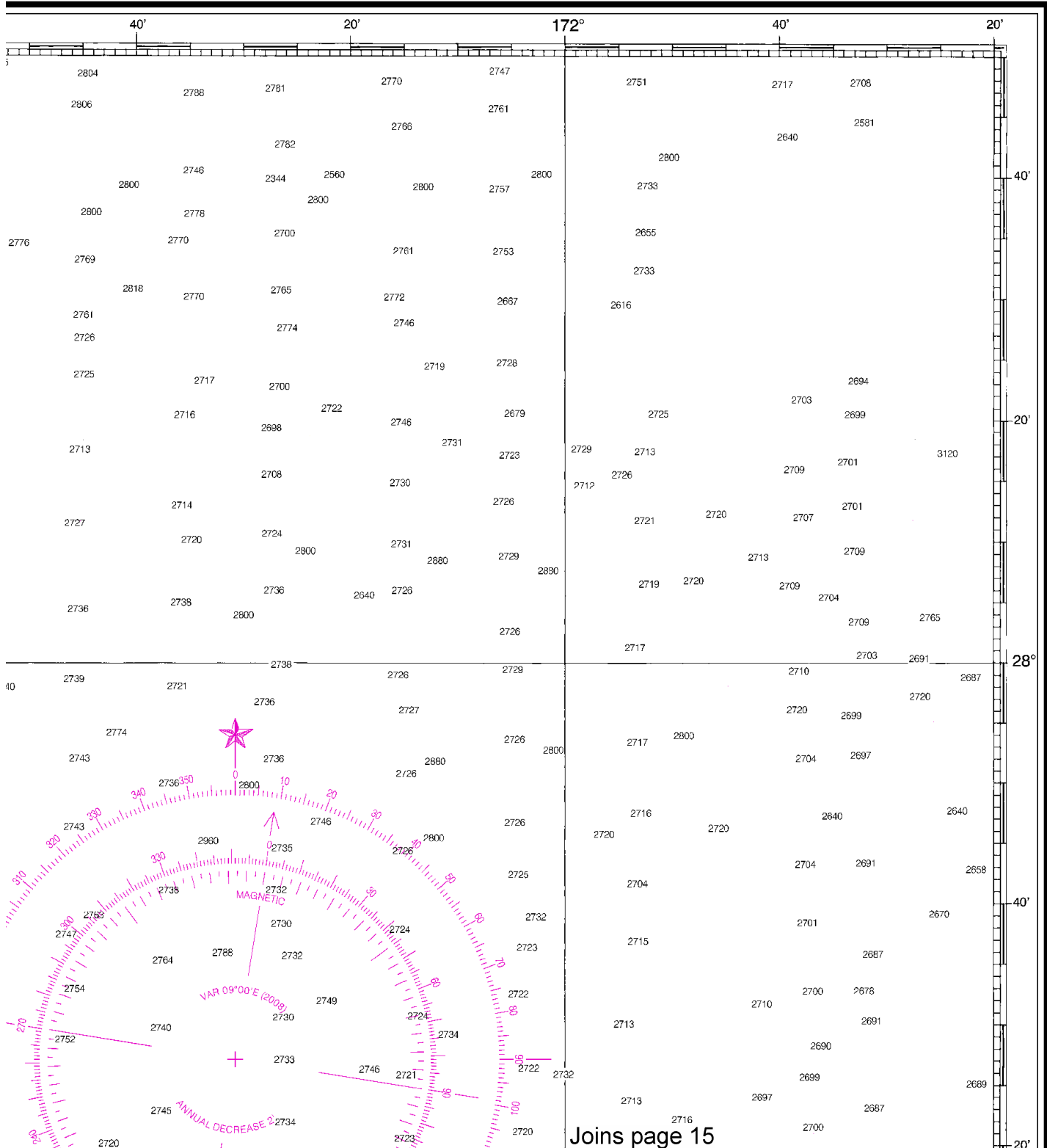
This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,  
 NGA Weekly Notice to Mariners: 0910 2/27/2010,  
 Canadian Coast Guard Notice to Mariners: n/a .







## SOUNDINGS IN FATHOMS



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26<sup>c</sup>

AREA TO BE AVOIDED  
(see note C)

Joins page 12

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

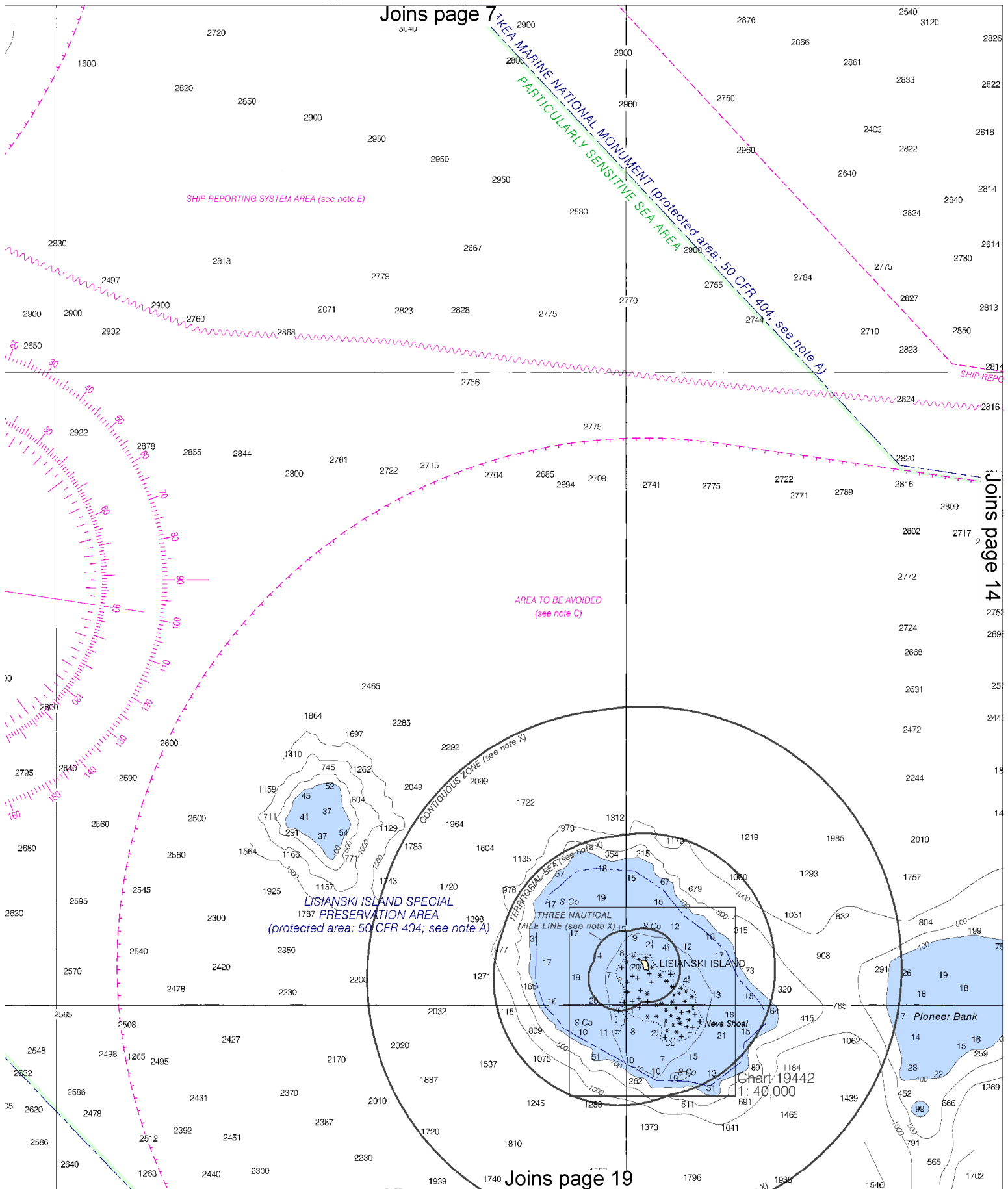
**SOURCE**

	SOURCE	COVERAGE
C 1990 - 2002	US Government Surveys	partial bottom coverage
B3 1940 - 1969	NOS Surveys	partial bottom coverage
B4 1900 - 1939	NOS Surveys	partial bottom coverage
h	Miscellaneous Surveys	

Joins page 17







Joins page 8

EM AREA (see note E)

AREA TO BE AVOIDED  
(see note C)

Joins page 13

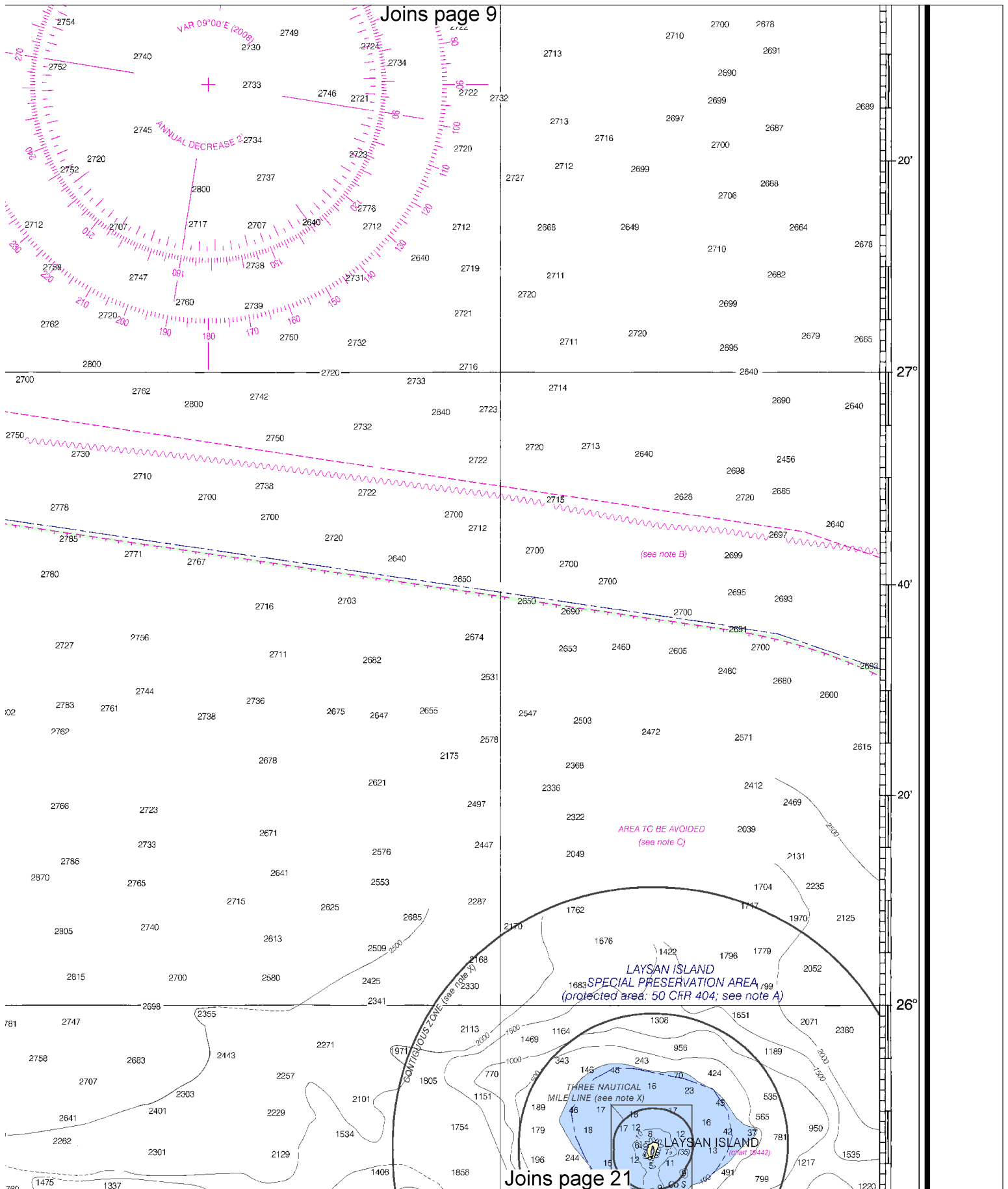
LISIAISKI ISLAND SPECIAL  
PRESERVATION AREA  
Protected area: 50 CFR 404; see note A)

14

North

Chart 19442  
1: 40,000

Joins page 20



Astronomic Datum  
(Reference Horizontal Datum Note)

SOUNDINGS IN FATHOMS  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

### CAUTION

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Covered wells may be marked by lighted or unlighted buoys.

For Symbols and Abbreviations see Chart No. 1

## HEIGHTS

Heights in feet above Mean High Water

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, U.S. Navy and the National Geospatial-Intelligence Agency, and other sources.

**CAUTION**

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**WARNING**

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**CAUTION**

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙ (Accurate location)    ○ (Approximate location)

## HORIZONTAL DATUM

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NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

## COLREGS, 80.1410 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line

Midway Islands and approaches

For detailed information see the following charts

19482 - scale 1:10,000

19481 - scale 1:32,500

19480 - scale 1:180,000

12th Ed., Apr. / 08 ■ Corrected through NM Apr. 12/08  
Corrected through LNM Apr. 08/08

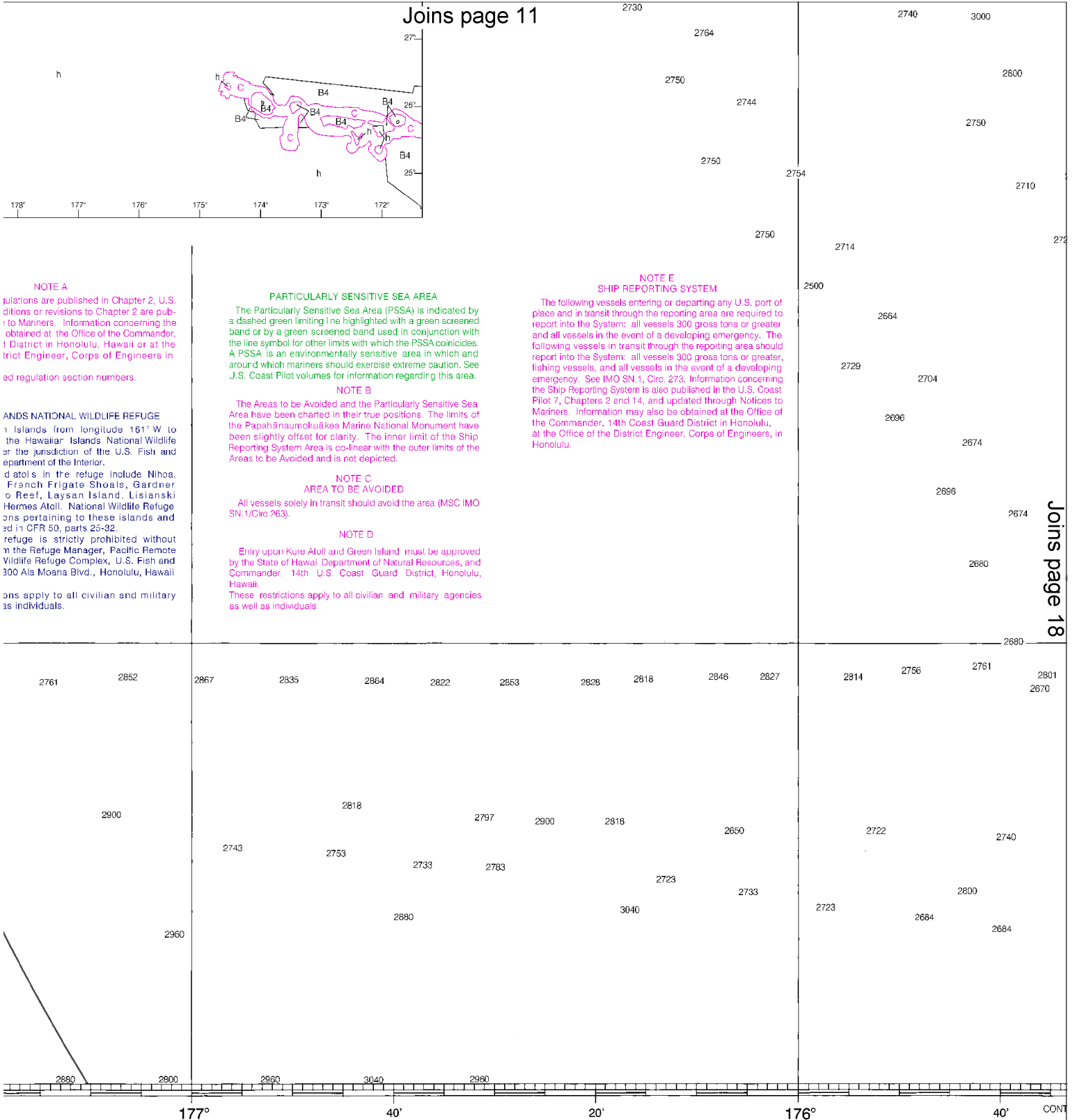
19022

### CAUTION

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This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additions, improving this chart to the Chief, Marine Chart Division (N/CS2) Service, NOAA, Silver Spring, Maryland 20910-3282.





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CONTINUED ON CHART 540

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SOUNDINGS IN FATHOMS

Published at V  
U.S. DEPARTMENT  
NATIONAL OCEANIC AND AT  
NATIONAL O  
COAST

18



Joins page 12

Joins page 17

#### LOCALLY SENSITIVE SEA AREA

A Locally Sensitive Sea Area (PSSA) is indicated by a limiting line highlighted with a green screened band used in conjunction with other limits with which the PSSA coincides. Environmentally sensitive area in which mariners should exercise extreme caution. See volumes for information regarding this area.

#### NOTE B

Be Avoided and the Particularly Sensitive Sea Area charted in their true positions. The limits of the Hawaiian Marine National Monument have been set for clarity. The inner limit of the Ship Reporting Area is co-linear with the outer limits of the Be Avoided and is not depicted.

#### NOTE C

##### AREA TO BE AVOIDED

Vessels in transit should avoid the area (MSC IMO

#### NOTE D

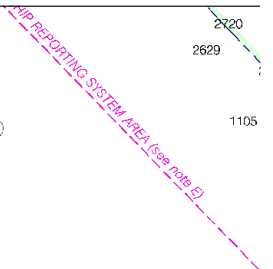
Before Atoll and Green Island must be approved by the U.S. Coast Guard District, Honolulu,

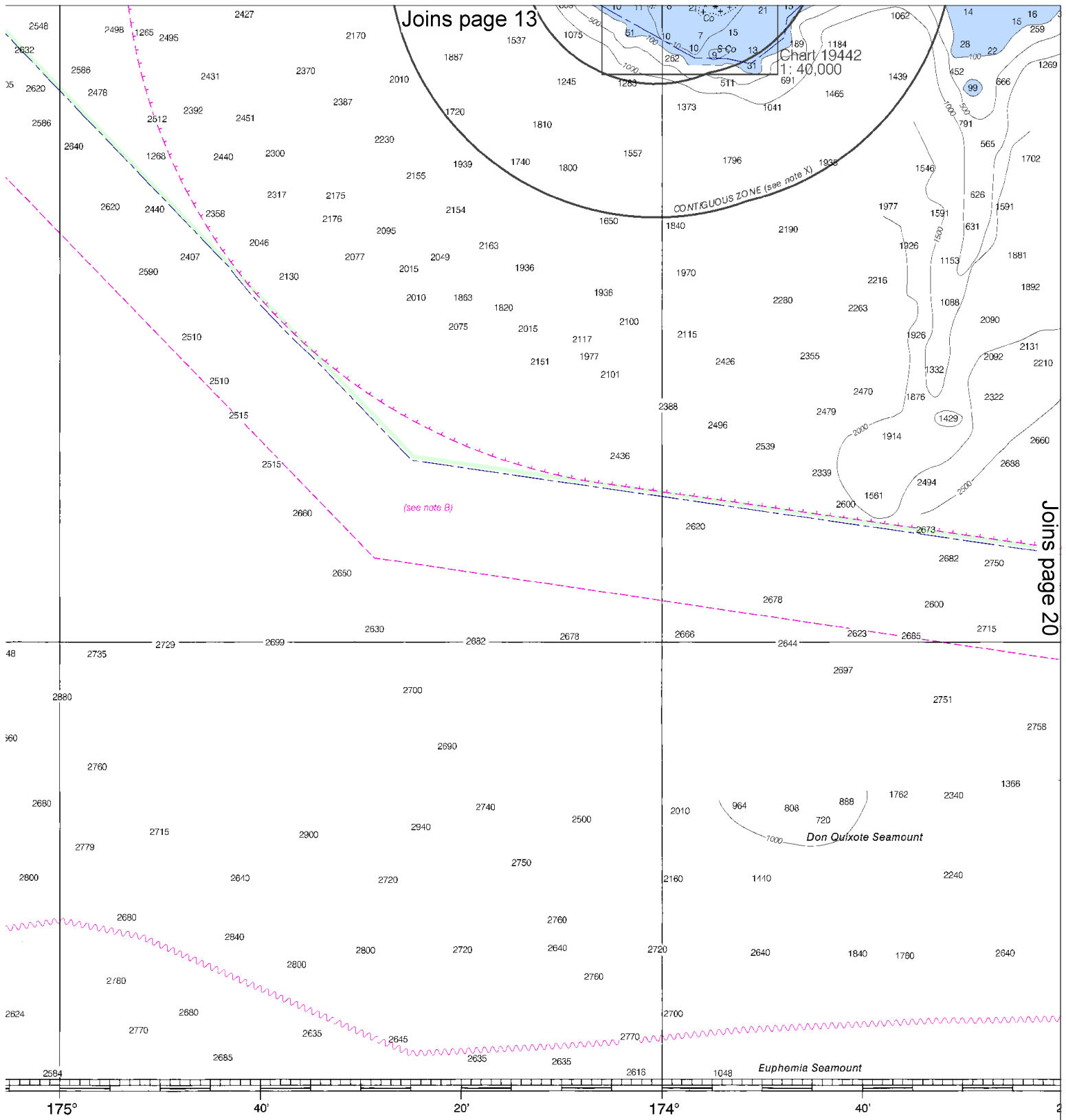
and apply to all civilian and military agencies and vessels.

#### NOTE E

##### SHIP REPORTING SYSTEM

The following vessels entering or departing any U.S. port of call and in transit through the reporting area are required to report into the System: all vessels 300 gross tons or greater and all vessels in the event of a developing emergency. The following vessels in transit through the reporting area should report into the System: all vessels 300 gross tons or greater, fishing vessels, and all vessels in the event of a developing emergency. See IMO SN. 1, Circ. 273. Information concerning the Ship Reporting System is also published in the U.S. Coast Pilot 7, Chapters 2 and 14, and updated through Notices to Mariners. Information may also be obtained at the Office of the Commander, 14th Coast Guard District in Honolulu, at the Office of the District Engineer, Corps of Engineers, in Honolulu.





Joins page 13

Chart 19442  
1:40,000

Joins page 20

(see note B)

Don Quixote Seamount

Euphemia Seamount

Washington, D.C.  
DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
OCEAN SERVICE  
HYDROGRAPHIC SURVEY

PRINT-ON-DEMAND CHARTS  
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

Joins page 14

Chart 19442  
1:40,000

CONTIGUOUS ZONE (see note X)

AREA TO BE AVOIDED  
(see note C)

Don Quixote Seamount

Euphemia Seamount

Joins page 19

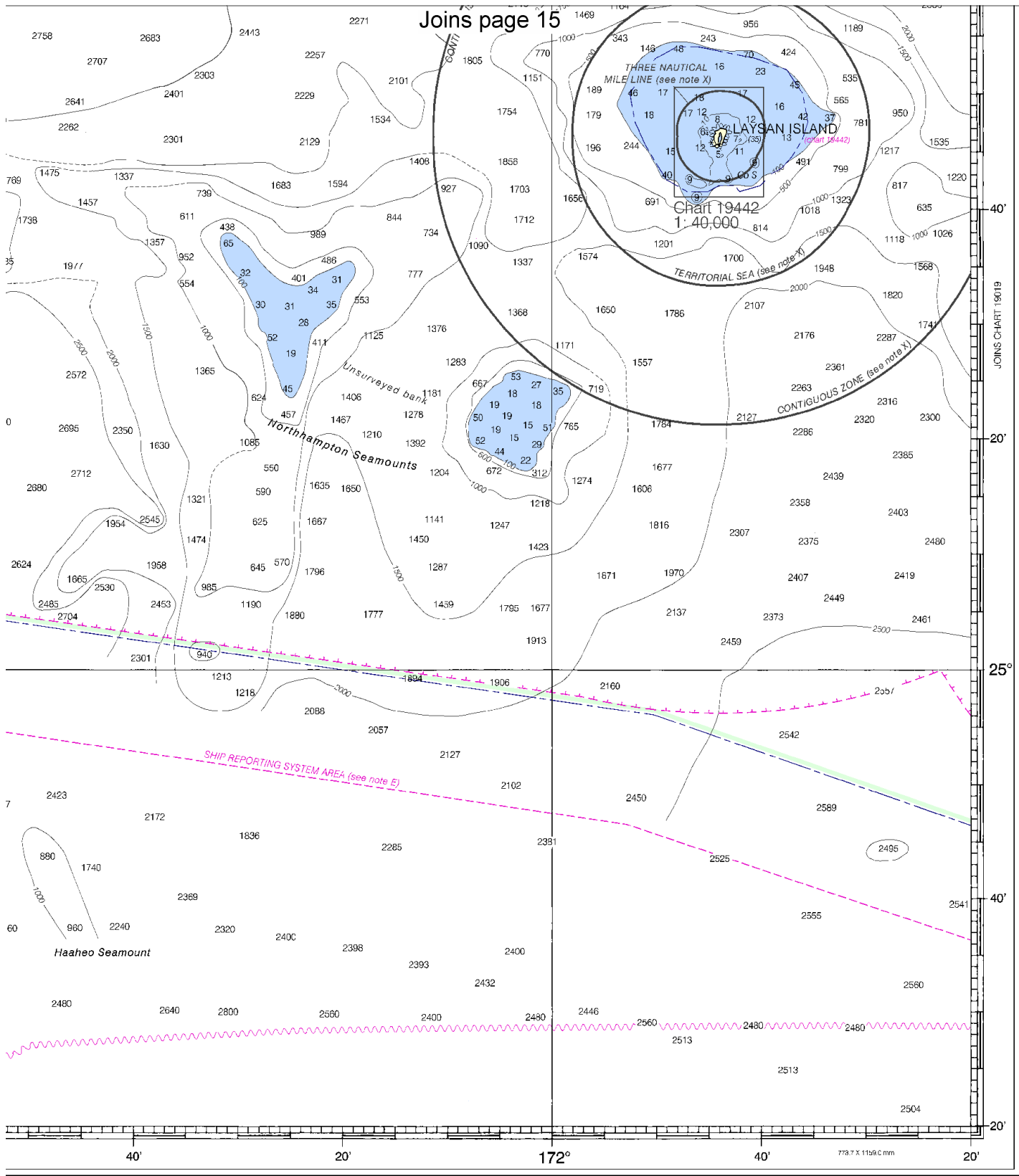
PRINT-ON-DEMAND CHARTS

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FATHOM
FEET
METER







10MS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
ET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
ERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Laysan Island to Kure Atoll  
SOUNDINGS IN FATHOMS - SCALE 1:642,271

19022



ED NO. 12



NSN 7642014011658  
NGA REFERENCE NO. 19ACO19022

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue** – 510-437-3700

**Coast Guard Search & Rescue** – 808-541-2500

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).